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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, MAY 18TH 1909.

The agreement reached after a third
conference by the British, French and
German financiers interested in the Canton-
Hankow railway loan represents perhaps
the most possible solution of a difficulty
brought about by the Chinese Government's
disregard of its obligations. A Chinese
contemporary, we notice, has waxed very
wroth that the British Government should
have instructed its representative in Peking
to enter a protest against the action of the
Chinese Government in concluding a loan for
the Canton-Hankow railway without first
submitting the intention to the
British Government in accordance with the
terms of the Convention of 1906. According
to our Chinese contemporary, this betrays a
lack of genuine sympathy with China on
England's part, because "it has been
admitted by the highest British financial
authority that the agreement of 1906 is not
binding and that the loan was purely a
business transaction with which the British
Government has absolutely nothing to do."This can only be characterised as absolute
nonsense. On September 9, 1905, the then
Viceroy at Wuchang, CHANG CHIH-TUNG,
who himself arranged this contract with the
German Bank about which the dispute
has arisen, wrote to the Consul-General at
Hankow, Mr. FRASER, as follows:—
In view of your services in obtaining for me
a loan through the Hongkong Government of
£1,100,000 on very fair terms, whereby to
redeem the Canton-Hankow Railway, I give
you a binding assurance that, should it be
necessary to borrow funds abroad for the
construction of the Canton-Hankow Railway,
British financiers shall have the first option of
undertaking the business, and, if bought abroad,
British firms shall have the first option of
supplying the machinery and materials.We may recall the fact that the present is
not the first occasion on which the British
Government has sought to protect its claims
under this Convention. When in May 1907
the Viceroy at Wuchang was engaged in
negotiating with the Yokohama Specie
Bank a loan for the Canton-Hankow and
the Szechuan-Hankow railways, the British
Minister at Tokyo, under instructions from
London, communicated to the Japanese
Government the terms of the engagement
made by China in 1905, giving preference
to British capital in case a foreign loan
should be required for these railways. He
expressed the hope of the British Govern-
ment that no loan might be granted by
Japan which might prejudice British
interests in regard to railways in
China. The Japanese Government, upon
receipt of that communication, took
prompt steps to dissuade the Specie
Bank from proceeding with the negotiations;
intimated to the Viceroy that they had
definitely withdrawn their support of the
Specie Bank in the proposed loan, and added
that in their judgment China had no alter-
native but to abide by the terms of her
engagement with Great Britain. It shows
the value which the Chinese Govern-
ment places upon its solemn pledges when
within a space of two years it again de-
liberately seeks to ignore the convention.The matter is one in which the Colony of
Hongkong is directly interested, for when
this Colony advanced to China over a million
pounds sterling to redeem the concession
from the Balgo-Eussan group into whose
hands it had passed, it was with the object
of securing that the line should not pass
under other than purely Chinese or British
auspices. All Powers are concerned to see
that China does not ignore her solemn
engagements made with either of them, and
according to the published accounts of the
Paris Conference a couple of months ago,
even the German group admitted that the
protest proposed to be entered at Peking
was quite legitimate, the view they took of
it being that "if it succeeded the Germans
would doubtless be 'kicked out' (sic), but
they would not 'lose face' in China, because
they would not have broken their contract
with the Chinese Government. The main
obstacle to an earlier agreement of the three
groups has been the question of control, the
Germans urging objections to enforcing
control by a European engineer as likely,
in view of past experience, to cause local
dissemination and delays; but although the
telegraphic summary of the basis of the
compromise is silent on the point, it is to be
assumed that the German representatives
have given way on this essential point and
so facilitated the settlement which has been
reached on the basis that the three groups
shall share equally in the loan and that the
Canton-Hankow line shall have a British
Engineer-in-Chief, while on the Hankow-
Chengtu line the Engineer-in-Chief shall be
German, and in the event of a further ex-
tension of that line the Engineer-in-Chief
is to be a Frenchman.The Rev. F. B. Meyer who is on a mission to
the Far East is at present in the Straits
Settlements.The corner-stones of the new capital building
at Manila is to be laid on the morning of
the 21st, nine o'clock, on Camp Wallace.The deliberations about the delimitation of
Macao will take place in Hongkong and for this
purpose Glenelg Building has been taken.The Ward Comedy Co., which has had a most
successful season at Singapore, left the Southern
port last week for Perth, Western Australia.The contract for the erection of eleven mill
steel bridges and one large break-down crane
for the Fokien Railway has been awarded to
Messrs. Howarth, Erskine, Ltd.At the Magistracy yesterday three natives
were fined \$7 each for having been in the
servants' quarters at Astor House without
permission.Three cases of plague were reported during
the forty-eight hours ended yesterday, two of
which were fatal. The number for the week was
six and four deaths. Three cases of smallpox
were also recorded during the week.An unusual case was heard at the Magistracy
yesterday when a Chinese was charged with
hawking dog flesh. Mr. J. H. Kemp, before
whom the case was brought, was inclined to
believe that the defendant was not acting illegally
and adjourned the matter for consideration.Between Saturday night and Sunday morn-
ing some person entered the committee room of
the Chinese Y.M.C.A., which was locked with
the key left in the lock, and opened the safe by
means of a duplicate key and stole therefrom
\$237. The thief also took away with him a
pony silk long coat.The Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals begs to acknowledge
with thanks the following donations to the funds
of the Hospitals:—Li Kam Chuen \$50
Kwok Ching-han 50
Lo Yu Shing 10At a meeting of the directors of Weeks and
Co., Ltd., of Shanghai, it was decided to
recommend the payment of a final dividend of 6
per cent, making 10 per cent for the year ended
28th February, 1909.Capt. Wittlock of the German steamer
Loosch reported on arrival at Singapore that the
chief engineer, Mr. Winkelmann died on the
8th of apoplexy. The body of the deceased was
brought on to Singapore where the funeral took
place.One of the busiest places in Manila for the
past four weeks has been the Philippine Normal
School, where 1,000 Filipino teachers and
government students have been attending the
combined industrial and academic course of the
annual assembly of Filipino teachers.The Bureau of Insular Affairs at Washington,
has just disposed of a batch of bonds of the city
of Manila amounting to \$995,000 at the rate of
102.28. A second batch of \$5,000 was disposed
of at the advanced price of 105. The bonds
mentioned are doubtless those issued for sewer
and water-works construction.The return of visitors to the City Hall Library
and Museum for the week ending the 16th
May, 1909, shows that of non-Chinese there
were 403 to the Library and 200 to the Museum
and of Chinese 218 to the former and 2,912 to
the latter. The Library was, therefore, used by
621 persons and the Museum by 3,112.A lady, Dr. Marie Stopes, D.Sc., has gained
the distinction of being the first investigator to
carry out an extended research into the primeval
vegetable fossils of Japan. Dr. Marie Stopes,
who is Lecturer on Fossil Botany at Manchester
University, spent eighteen months in Japan,
and was the first European woman to be allowed
to go over the Imperial University. She is
writing a report of experiences, which will
shortly be placed before the Royal Society.Referring to the appointment of Mr. William
A. Rublee as Consul-General at Hongkong in
succession to Dr. Wilder, a Manila contemporary
says:—Consul-General Rublee will not be a
stranger in Hongkong. He was United States
Consul-General at that port in 1902. He was
later transferred to Havana and, in 1903, to
Vienna, from which place he comes to Hongkong
again. William A. Rublee was born in Madison,
under the wholesome influence of the Wisconsin
State University, that has wielded and still
wields such a power in American politics and
sociology. For some unaccountable reason he
did what many another western boy foolishly
does, went to Harvard University for his acade-
mic education. Like some other shining lights
in the United States consular corps, Mr. Rublee
was a journalist by profession before he became
a diplomat. He made his beginning in the con-
sular service at Prague, in 1890. Rublee was
editorial writer on the *Milwaukee Sentinel*.After reading so much about the lack of good
feeling between Americans and Japanese it is
interesting to note what an American journal
had to say just before the recent visit of the
two Japanese cruisers to San Francisco. At
the outset it refers to the fact that socially the
American people are in debt to the Japanese to
an extent which it will be difficult to repay. "It
proceeds: "The Japanese are our most formi-
dable competitors in a great many things, but
there is one line in which we cannot afford to
let them beat us if we can help it, and that is in
courteous and abounding hospitality. Just
what programme will be arranged is not yet
settled, but, considering that the *Aso* and *Soya*
are national ships, and that they are making
what is really a visit of ceremony, it
would seem proper for the Mayor to appoint
a citizens' committee to take charge of the
entertainment of our visitors, and, as
the time is short, prompt action is necessary.
The visit of two cruisers is not a great national
occasion like the visit of a battle-ship fleet, but
as it is to be formal and prearranged, a certain
amount of ceremony is proper, and if there is
any error at all in proportioning the reception
to the occasion, it should be on the right side.
California hospitality has come to have quite
distinctive characteristics of its own, and we
must give our visitors a first-class exhibition
of it.An advance in amusements on the high seas
has been made on the P. and O. s.s. *Nemur*.
One of the passengers Mr. W. A. Mace, I.M.
Customs, had with him an optical lantern, and a
fine selection of slides, as well as about 2,000
feet of cinematograph film. The first enter-
tainment began with a portrait of the Captain
of the good ship, the photograph and lantern
slide both being done on board. This was
followed by a series of pictures of the famous
Lusitania, and of the White City, concluding
with various interesting Shanghai views and
studies. The second entertainment took place
with a certain amount of pitching and tossing,
but the arrangements were so carefully made
that there was less flicker in the moving pictures
than often occurs on land. Beginning with
Red Riding Hood for the children, it included
moving pictures of Canadian grain steamers,
conjurors, the man in the moon, and such like.
Several slides in natural colours taken by the
Lumiere process, the exhibitor's own work, were
exhibited and gave great pleasure. The Captain
in thanking the operator and owner of the
apparatus complimented him on the excellence of
his exhibition, and remarked that it was the
first time he had ever seen or heard of a
cinematograph entertainment being given
on the high seas. The light was not as
powerful as desired, so the photos in natural
colours were not quite as vivid as they would
have been with better illumination, but in
spite of the difficulties, Mr. Mace gave a most
delightful entertainment, the pictures being
greatly admired, and the comic ones can sing
songs of laughter.

TELEGRAMS.

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[DAILY PRESS' EXCLUSIVE SERVICE.]

PLAGUE AT YOKOHAMA.

Tokyo, May 17th.

The pest has broken out at Yokohama, and several fatal cases are reported.

THE BRITISH SQUADRON.

Tokyo, May 17th.

The British China Squadron, under the command of Admiral Lambton, has left Yokohama for Nagasaki.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]THE KAISER'S VISIT TO
VIENNA.

London, May 16th.

The Press of Berlin and Vienna emphasize the splendid prestige of the Triple Alliance and insist strongly on its peaceful purpose.

THE PARIS STRIKE.

London, May 16th.

The strikers among the postal employees in Paris have been reduced to 400.

It is expected that the service will be normal to-day.

DISMISSALS CONTINUE.

London, May 17th.

The Paris Postal strike is practically over. There are now only 167 absentees from the Postal Department in the city.

JAPANESE ROYALTIES
ABROAD.

London, May 17th.

Their Imperial Highnesses Prince and Princess Nashimoto have left Vienna.

LORD AND LADY ROBERTS'
GOLDEN WEDDING.

London, May 17th.

All the papers publish sympathetic stories and biographies of Lord and Lady Roberts on the occasion of their golden wedding to-day.

[FROM THE "CARLEWASH-AMERICAN."]

PORTO RICAN AUTONOMY
RESTRICTED.

Washington, May 11.

The Jovian thunderbolt has been launched against the politicians of Porto Rico. In a special message to Congress to-day, President Taft reviewed the recent acts of the lower house of the Porto Rican legislature and declared that that body had shown itself unworthy of the functions conferred upon it by the United States and its members unappreciative of the liberties won for them by the American people. In view of this the executive recommended that Congress amend the act constituting the Government of Porto Rico so as to deprive the lower house of all authority over financial matters and materially narrow the scope of the autonomy accorded the island.

Washington, May 14.

The message sent to Congress by President Taft about the situation in Porto Rico came as a thunderbolt out of a clear sky to the islanders. There seemed to have been no thought on the part of the assembly that the United States could do other than yield to their demands or allow the deadlock to continue. The President's recommendation that the lower house of the legislature be deprived of some of its power dumfounded the leaders. Their first consternation has given way to anger. They are now greatly incensed at the President and mutterings of rebellion are heard throughout native political circles.

OPIUM PENALTIES IN THE
PHILIPPINES.

A minimum fine of \$300 and a minimum term of imprisonment of three months for those persons found in the illegal possession of opium or convicted of its illegal use has been imposed by a bill approved last week by the Philippine Commission.

Up to the present the law has provided a maximum penalty, with the result that in the use of their discretionary power some judges have imposed very low penalties upon persons found with the drug in their possession and convicted of having made illegal use of it. The new provision, should it meet with the approval of the lower house, to which it has been sent, will strike fear, a Manila contemporary says, into the hearts of those who have up to the present broken the law with impunity. The purpose of the bill is to make the punishment an effective one and not merely a license to illegally traffic in and use the prohibited drug.

AN ENGINEERING TRIUMPH.

BEACON HILL TUNNEL PIERCED.

The Beacon Hill tunnel was pierced at 5.30 p.m. yesterday afternoon several months before the estimated time. The railway staff are justly jubilant over the feat, for, as His Excellency the Governor observed at the last meeting of the Legislative Council, it is a novel undertaking in this part of the world. While we may mean over the unreliability of the original estimates of the cost, everyone will appreciate the engineering feat which has been accomplished.

The Beacon Hill tunnel was started about January, 1907, and though the excavators junctioned yesterday the tunnel will not be completed until the end of the year. It is satisfactory, however, to learn that notwithstanding the many difficulties which had to be surmounted, both as regards labour and explosives, excellent progress has been made. This is largely due to Mr. Waite, the tunnel superintendent, whose extensive knowledge of tunnelling has enabled him to proceed at a rapid pace. Incidentally, it may be mentioned that the Waite family claim an unbroken record of four generations who have worked for the public in the construction of ways and means of transport. In February, 1908, the Governor announced that the expenditure on the tunnel exceeded the estimate for the previous year by \$193,977. This was accounted for by more costly labour than was anticipated, and by the large quantity of explosives it was found necessary to use by reason of the fact that in the first thousand yards from each face of the tunnel a semi-decomposed granite was encountered for which explosives were practically useless, but which was too hard to be removed by pick and shovel. After cutting their way through this, the excavators were confronted with exceedingly hard rock.

On September 11th of last year the tunnel heading from north and south had reached a total of 4,603 feet out of 7,212 feet, progress being at the rate of nearly ten feet per day. Then the hardness of the rock encountered reduced the progress. From the beginning of the tunnel on January 1st, 1907, until the end of that year the average progress per week was 40.27 feet, while last year it was 68.15 feet. During 1908, 3,344 feet were driven making a total of 5,644 feet, 2,528 being driven from the south, and 3,116 from the north side. The material through which the heading was driven at the south side was much more variable than that at the north, in some places wet running sand being met, which added greatly to the expense and caused considerable delay.

The cost of the tunnel driving, according to the report of the Chief Resident Engineer, was very much reduced during 1908, due to better organisation made possible by coles getting more trained to the work. Nevertheless, the tunnel is expected to cost nearly a million more than last year's estimate. And this notwithstanding that it was found to be 44 feet less in length than was anticipated. In 1907 the heading of the tunnel cost \$184, but this was subsequently reduced to \$70.04. Enlarging in the same year cost \$275 per foot, and this has now been reduced to \$140.86. Breaking-in now costs \$113.54 as against \$221 in 1907.

The cost of the Beacon Hill tunnel is placed at not less than a third of the total cost of the railway, but its completion marks the surmounting of the greatest difficulty that will be encountered on the Kowloon-Canton line. It is expected that the tunnel will be lined and finished by the end of the year, and that the permanent way will be laid and the line opened in May 1910. Fourteen months later it is confidently anticipated that through trains will be running to Canton.

HERO DECORATED AT MACAO.

On Sunday at Macao shortly after 12 o'clock noon, the Police force was paraded in full strength in front of the Barracks to witness the conferment of an honour on one of their comrades, Sergeant Manoel d'Oliveira Leite, who in 1907 distinguished himself for bravery in the Cuamatto Campaign under the command of the then Captain, who to-day is Lieut. Col. Roçadas, Governor of Macao. The sergeant was decorated by Governor Roçadas himself with a silver medal for military valour, and in planning the medal on his breast His Excellency made an inspiring address with many allusions to the campaign in which the Portuguese won a brilliant victory. The ceremony was witnessed by a large number of military and civilians.

HONGKONG CINEMATOGRAH.

There was a good attendance at the Hongkong Cinematograph in Des Voeux Road last night to witness the peculiar performance by Professor Vicente Kempe, who may be aptly termed "the human ostrich" for one of his feats is chewing and swallowing a glass chimney, which he does with apparent ease and enjoyment. If he is invulnerable internally, there is absolutely no doubt that an external application has not the slightest effect upon his skin for he not only dances barefooted on broken bottles, but rolls about amongst them and emerges without a scratch. There are in addition several very good cinematograph films which are worth seeing.

The German cruiser *Scharnhorst*, from Kiel, arrived at Singapore last week. She is a four-funnelled vessel of 9,261 tons gross, carrying 32 guns, commanded by Capt. Lee Maags. On arrival she exchanged salutes with Fort Canning. A guard of honour, composed of 50 rank and file, regimental colour and band, was furnished by the 3rd Bn. Middlesex Regiment, on the occasion of the landing at Johnston's Pier, of Rear-Admiral von Ingenhoff, of the German navy. A salute of thirteen guns was fired from Fort Canning.

SUPREME COURT.

Monday, 17th May.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

APPEAL FROM A JUDGMENT OF THE CHIEF JUSTICE.

This was the fifth day of the hearing of the appeal in which the Hip On Exchange and Loan Co., Ltd., and the Hongkong and Manila Yuen Shing Exchange and Trading Co., Ltd., were appellants, Li Po Yung being respondent.

The Hon. Mr. H. E. Pollock, K. C., instructed by Mr. H. L. Denny (of Messrs. Denny and Bowley) appeared for the appellants, and Messrs. M. W. Slade and E. Potter, who were instructed by Mr. F. Paget Hett (of Messrs. Bratton and Hett) for the respondent.

Mr. Slade said their Lordships were thoroughly familiar with the facts of the case, which had been dealt with fully by Mr. Potter; therefore he would plunge straight into the law. In order to understand the law on this subject he submitted that it was useful to examine shortly the history of the law, and to see the exact scope of the old Common Law doctrine with regard to releases—or rather he would put it in wider language, than "releases," and say the old Common Law doctrine with regard to the discharge of one of several joint debtors from his liability under his contract. He could show their Lordships by satisfactory authority that the Common Law rule was that where one of several joint contractors was discharged from his contract, that discharge operated to discharge all the joint contractors. In the case of an obligation under seal such as this obligation was—it was a covenant under a mortgage deed—there were three known methods, which were in point in this case of discharging the obligation imposed on the covenantees. The first was, release in its strict sense by deed; secondly, by defeasance; and thirdly, by accord and satisfaction. The first two must be in writing, but the last need not be, although it was more usually evidenced by writing. Accord and satisfaction could arise between parties to a contract in any form or way provided that there was an agreement to accept something in satisfaction of their obligations under the contract. In the case of the Hip On Insurance Co., to split the words up, the accord was the agreement on which he relied, and the satisfaction, that was the consideration for it, was the withdrawal of the other action. In this case he submitted that the document on which his clients relied amounted to what would be regarded in law strictly as a defeasance, although it was also accord and satisfaction.

After further argument their Lordships reserved judgment.

THE TRADE OF THE PHILIPPINES.

THE EFFECT OF TARIFF LEGISLATION.

A cable received from Washington by a prominent government official on the 11th inst., the Manila *Cablenews* says, indicates that the United States gave the Colton Tariff in the daily meetings of the Congressional Ways and Means Committee was so severe that its own framers would not touch it.

It seems that ten or more amendments have been added to the bill that were reported before and that the rates which are proposed to be applied to the importation of foreign goods into the islands after free trade between the islands and the United States becomes operative are being made so high in these amendments as to amount to practical exclusion of foreign goods. This will have the effect, if Congress permits the bill to go through, of giving American goods a practical monopoly of the Philippine trade. In other words, it is quite likely that the reduced cost of living which it was understood would be the beneficial result of free trade will disappear.

The *Cablenews American* has been informed on good authority that the big interests at home stand in mortal fear that the foreign nations will dump their products into the islands and then ship them into the United States as Philippine goods free of duty. The tobacco trust, thinks that Sumatra wrappers around Philippine fillers will deluge the American cigar market; Louisiana is afraid of Philippine rice; and cloth dealers imagine that English cotton will be added to native manufactures of jute, pines and sinamay, etc.Local cottons etc. officials expect that the preamble of the free trade bill will be about as follows:—
"All articles that are the growth and the manufacture of the Philippine Islands shall be admitted into the United States free of duty, and all goods grown or manufactured in the United States shall be admitted free of duty into the Philippine Islands."

The local committee that drew up the Colton Tariff Bill was George R. Colton, insular collector of customs; Henry B. McCoy, deputy collector; Hartford Beaumont, special deputy collector; A. J. Gibson, assistant insular auditor, and M. Drew Carroll, chief clerk of the Bureau of Customs. They were advised by Appraisers Jos. E. Malloy and Henry E. Wallace. The latter is now in Washington with Colonel Colton. The schedules this board drew up were calculated to bring increased revenue from foreign goods to help make up the expected deficit without making it too difficult for the foreign goods to get in.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 17th at 11.25 a.m.—The depression, which has deepened considerably, has moved into the Pacific to the E. of Japan.

Pressure has increased quickly over W. Japan and the Loochoos—It is still high but has a tendency to give way over Central and Southern China.

Fresh N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.E. and E. winds, fresh; Hongkong & Neighbourhood, fresh; cloudy, misty. Formosa Channel, same as No. 1. South coast of China between, same as No. 1. Hongkong and Lamooks, same as No. 1. South coast of China between, same as No. 1. Hongkong and Hainan, same as No. 1.

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HONGKONG CINEMATOGRAPH

OPPOSITE CENTRAL MARKET.
Under New Management.

FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT!

FOR A FEW NIGHTS ONLY.

PROFESSOR VICENTE KEMPPÖ, the only Man in the World who is ABSOLUTELY GLASS PROOF, will appear TO-NIGHT in his marvellous BARE FOOT DANCE.

FOR PROGRAMME AND PRICES SEE HAND BILLS.

The Management invites any Doctor or any Member of the Public who wishes to examine the feet and the back of Professor VICENTE KEMPPÖ, to come on the stage before or after each performance and do so. The glass eating may also be closely scrutinized by anybody who wishes to do so on the stage.

Hongkong, 18th May, 1909. [745]

IN THE MATTER of the estate of **CARRIE ALVIRA WALTERS** MEGIN, otherwise **MABEL SHERMAN**, otherwise **EMILY LOUISE HALL**, late of No. 12, Wyndham Street, Victoria in the Colony of Hongkong, the wife of **HORACE JOHN MEGIN**, of the United States Ship "SAMAR" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate. All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING, Solicitor for the Official Administrator, No. 12, Queen's Road, Central, Hongkong. [746]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG," having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, including the discharge or remaining on board after 4 p.m. the 18th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.** General Managers. Hongkong, 17th May, 1909. [16]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 17th May, 1909. [1]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognised.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & Co., Ltd.** Agents. Hongkong, 17th May, 1909. [744]

WANTED.

LADY returning to England desires a EUROPEAN NURSE to take charge of an infant on the voyage.

Apply by letter—716, Care of "Daily Press" Office. Hongkong, 17th May, 1909. [745]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £18,114,624.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
LL Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co., Agents. Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [415]

SUEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free. Hongkong, 21st September, 1908. [504]

GRACA & CO.

(Established 1896).
No. 27, DES VŒUX ROAD.

Dealers in POSTAGE STAMPS.

VIEW POST CARDS.
Just Received a Selection of NEW ILLUSTRATED

POSTAGE STAMP ALBUMS.
of Latest Edition, from \$1.75 to \$16 Each. Sugar Coat Seals. Inspection Invited. [548]

DAVID COESAR & SON'S

MERCHANT NAVY.
NAVY BOILED LONG FLAX.
RELIANCE CROWN TARPULING.

ARNHOLD, KARBURG & Co. Sole Agents. 1674

MITSU BISHI DOCKYARD

AND ENGINE WORKS.
NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Use NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length 722 feet
Length on Blocks 714
Width of Entrance on Top 964
Width of Entrance on Bottom 884
Water on Blocks at Spring Tide 344

DOCK No. 1.
Extreme Length 523 feet
Length on Blocks 513
Width of Entrance on Top 88
Width of Entrance on Bottom 77
Water on Blocks at Spring Tide 64

DOCK No. 2.
Extreme Length 371 feet
Length on Blocks 350
Width of Entrance on Top 66
Width of Entrance on Bottom 53
Water on Blocks at Spring Tide 22

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OUKA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service.

THE DIRECTOR AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

E. A. HEWETT, Superintendent. Hongkong, 17th May, 1909. [1]

PUBLIC COMPANIES

THE PARIS TOILET COMPANY, LTD.

NOTICE

THE THIRD GENERAL MEETING of SHAREHOLDERS will be held on SATURDAY, the 22nd inst., at 12.30 p.m., at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 19th May, to SATURDAY, the 5th June, both days inclusive.

PERCY SMITH & SETH, General Managers. Hongkong, 15th May, 1909. [741]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE, No. 2915, for Ten Shares numbered 1914/1915 inclusive, fully paid up, standing in the Register in the name of **ANTONIO PIERRE MARTY**, deceased, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors, **GEO. A. CALDWELL**, Acting Secretary. Hongkong, 28th April, 1909. [569]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 18th May, 1909, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon, ex S.S. "SCANDIA,"

767 Bales PAPER, 203 Bales CELLULOSE, 40 Bales FIBRE, AND 25 Bales WOOLLEN YARN. (All more or less damaged by Sea Water). Terms:—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 13th May, 1909. [732]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. **SIEMSEN & Co.** Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, 87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1908. [623]

TO LET

TO LET.

NO. 24, WYNDHAM STREET, containing 4 ROOMS.

Apply to—**E. A. & C. F. CARVALHO**, 14, Arbutnot Road. Hongkong, 5th May, 1909. [707]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP

in CHATEL ROAD, Hongkong.

Apply to—**T. B. L.**, Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR

of Prince's Building.

Moderate Rent. Apply to—**"C."**, Care of "Daily Press" Office. Hongkong, 5th May, 1909. [706]

TO LET.

NO. 2, OLD BAILEY. Immediate Possession.

Apply to—**ARRATON V. APCAR & Co.**, 14, Des Vœux Road. Hongkong, 8th May, 1909. [717]

TO LET.

ROOMS suitable for Offices in No. 10, Lee

House Street, in rear of David Sassoon & Co.'s premises.

Apply to—**DAVID SASSOON & Co., Ltd.** Hongkong, 1st May, 1909. [553]

TO LET.

NO. 5, OBSERVATORY VILLAS,

Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

Apply to—**ERANEE BUNGALOW**, Kowloon. A Small Garden attached. Moderate Rental. Apply to—**ARRATON V. APCAR & Co.**, 14, Des Vœux Road. Hongkong, 3rd March, 1909. [399]

TO LET.

CONDUIT ROAD LEVEL, A WELL

FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the first of June. For particulars apply to—**"ALPHA."** Care of "Daily Press" Office. Hongkong, 14th May, 1909. [50]

TO LET.

NO. 3, MORRISON HILL. Entry

about 1st proximo.

Apply to—**Messrs. JARDINE, MATHESON & Co., Ltd.** Hongkong, 12th May, 1909. [727]

TO LET

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yanmat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE AND FINANCE CO., LTD.** Hongkong, 18th January, 1908. [103]

TO LET—FURNISHED.

FUNG-SHUI, THE PRAK. To be Let Furnished for 3 months or longer.

Apply to—**JOHNSON, STOKES & MASTER**, Solicitors, 8, Des Vœux Road Central. Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

at floor.

OFFICES in RIVINGTON TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, at floor.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MOKEWONG TERRACE. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st May, 1909. [97]

TO LET.

A THE PRAK HOUSE in STEWART TERRACE, Furnished or Unfurnished.

Apply to—**H. E. POLLOCK**, 18, Bank Building. Hongkong, 20th March, 1909. [494]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL

(Shop), Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable for Office and Godown).

No. 2A, D'AGUIAR STREET (suitable for Office and Godown).

All of which were lately occupied by Weismann Ltd. For Particulars, etc. Apply to—**YEE SANG FAT & Co.**, 34, Queen's Road Central. Hongkong, 19th March, 1909. [469]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st May, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE,

facing the Parade Ground.

No. 5, MOUNTAIN VIEW, Peak. NEW FIVE ROOMED HOUSES in Shelley Street.

THE EXHIB. No. 13, Peak. Unfurnished from 1st June, 1909.

FERNIDE No. 71, Peak. Unfurnished from 1st May, 1909.

CMS. PEAK BUNGALOW, furnished, Mount Kallett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

ELLISONS TERRACE HOUSES, ROSSIGNOL ROAD.

FOR SALE—TOS CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings. Hongkong, 22nd April, 1909. [100]

TO LET.

UNFURNISHED—Nos. 8 and 10,

WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—**Messrs. PERCY SMITH & SETH**, No. 5, Queen's Road Central. Hongkong, 23rd February, 1909. [213]

TO LET.

FOUR and FIVE ROOMED HOUSES

at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.** Hongkong, 24th March, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78,

Queen's Road Central.

Apply to—**S. J. DAVID & Co.**, Prince's Buildings. Hongkong, 25th March, 1909. [513]

TO LET.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOT Nos. 31 & 35 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply to—**GEO. FENWICK & Co., Ltd.** Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—**CHATER & MODY**, Victoria Buildings. Hongkong, 1st February, 1909. [264]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP..... Yen 24,000,000
RESERVE FUND..... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Osaka
Nagasaki London Lyons
New York San Francisco Honolulu
Bombay Shanghai Hankow
Chefoo Tientsin Peking
Ningbo Hongkong Port Arthur
Amoy Canton Shanghai
Tientsin

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits for 12 months 5% per annum

" " " 6 " 4% " "

" " " 3 " 3% " "

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"OCEANA."

From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, A.C., ex "Mooltan."
From Australia ex "Mongolia."
From Calcutta, ex "Mongolia."
From Persian Gulf, ex "B. I. S. N." and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 12th May, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

AS "BENLOMOND,"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and when and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter or before the 28th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th May, 1909.

[734]

FROM EUROPE.

THE H.A.L. Steamship

"SILVIA"

Captain Forsell, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from the wharves.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 14th May, 1909. [738]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 20th inst., will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1909.

[737]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HAYCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 451 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Apollinaris

"THE QUEEN OF TABLE-WATERS."

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO.,

Sole Agents.

No. 2, Cantonment Road, Central.

[607-2]

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for all Irritations of the Digestive System. It is the only medicine that can be taken in any form of the system. It is the only medicine that can be taken in any form of the system. It is the only medicine that can be taken in any form of the system.

MARTIN'S
APIOL-STEEL
PILLS

PROMISE AND FULFILMENT.

There is an old axiom to the effect that what everybody says must be true. Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common ailments you may profitably pay heed to the opinion of the majority—which in times of sickness puts its faith in the efficacy of Beecham's Pills. No man has thus been misled. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

BEECHAM'S
PILLS

Many preparations, mislabeled remedies, claim impossibilities. They could not reasonably make good much that is claimed for them. No exaggerated statements are put forward respecting Beecham's Pills. The steady demand for them year after year—proves that those who have need of them have found that they wrought those cures that are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach—correcting the digestive system, and regulating the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your perfect satisfaction that they

MAKE GOOD
EVERY CLAIM.

Sold everywhere in boxes, price 2/6, 1/11 & 2/3.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

THORNE'S
OLD VAT

PER CASE

SCOTCH WHISKY.

THE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

FOR DISEASES OF THE URETH.

GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for its efficacy in the treatment of Coughs, Colds, Discharge of the Chest, Bronchitis, and Emphysema.

FREE TRADE AND UNEMPLOYMENT.

THE TRUE CAUSES OF BRITAIN'S COMMERCIAL PROGRESS.

In the course of an article in *Blackwood* Sir Nathaniel Dunlop, the Glasgow shipowner, writes of the supposed influence of imports on exports. He says: "Many are at a loss to account for the extraordinary and varying difference between the value of imports and exports, and to explain how the excess value of imports over exports is paid for. The total value of goods imported during 1908 amounted to £293,140,725, and of exports £277,219,579—a difference of £15,921,146. The respective figures of 1907 were £265,877,942 and £246,055,063—a difference of £19,822,879. If one looks at these figures, it is obvious that there can be no interdependence in the volumes of imports and exports. For if such dependence really existed, and the demand for the production of goods for export grew with an increase in the volume of imports, the imports would exercise this influence on the £215,921,144 which the value of the exports does not meet, and which the country has to provide otherwise to square the reckoning; and one has only to consider whence these £215,921,144 are derived to perceive the absurdity of the doctrine."

Those who have given attention to the subject know that this excess is not met by direct money payment. They know broadly from what other sources it is provided, although unable to trace them in detail. They know that inward sea-freight earned by the British shipowner forms part of them; and helps to swell the official valuation of commodities imported, and that corresponding earnings do not enter into the recorded value of exports, so that exports must a greater amount of the cost of imports than is shown in statistical tables; but this goes only a small way to square the account. They also know that the processes of trade, color returns earned abroad contribute along with the value of the country's exports to meet the cost of imports. Of these, there are trading profits belonging to British owners derived from foreign commercial undertakings, dividends from investments in foreign Government and foreign railway stocks, and interest from foreign loans—returns in short, from British capital invested abroad, because it cannot be equally profitably invested at home. No one can believe that any of these sources of revenue can in any way be increased by an increase in the volume of the country's imports or can be affected one way or another by what is spent on imports.

He says Britain's commerce and prosperity are not due to Free Trade. General prosperity must depend upon the full and profitable employment of the people, and the utilization to the utmost of the country's own resources. Under the changed conditions of home and foreign trade which a well-adjusted import tariff would produce, the channels of trade may somewhat change, but the volume passing through them, if associated with reciprocity, is bound to grow, possessing Great Britain of capital, of the best appliances, and of abundant skilled labor.

A nation of producers obviously cannot be producers of commodities made elsewhere.

If home employment in the production of commodities is to be fostered, measures must be taken to regulate imports so that the greatest possible amount of employment for the people at home may be secured.

If it is desired to encourage between nations an interchange of their manufactures, the principle of "give and take" as between the nations is the only sure method of doing justice to both.

It is besides a step towards universal Free Trade, which is above all else to be desired.

In view of what has been stated one wonders how the modern Free Trade doctrine has such a hold on the minds of Ministers. They seem to believe that if one door is closed another is bound to open, that the closed door of the United States produced the open door. It is difficult to understand how such nonsense is believed. But there is something to excuse it, the vastness of British trade has given a measure of plausibility to the economic teaching by which they have been guided, and a crumb of comfort is said by them to dwell in what is called the mystery of "three-cornered trade." Trade statistics show that British imports and exports surpass in volume those of other nations, and it is imagined that we owe this to the country's Free Trade policy. Holding this view as the Ministry should cling to Free Trade, and hesitate to disturb the flow of imports. But it is not by any means proven that, even in the past, Britain's commercial progress was due to Free Trade. Unquestionably other far more potent causes contributed to it.

The country's progress in the last sixty years, of which the writer can speak from personal experience, is traceable to many causes other than Free Trade. In his view while Free Trade contributed something to it, it played a very subordinate part. The real cause of the very great advantage over European nations, and of one another, whose boundaries touched Britain's young men, at the respective age and onwards, were free to work, while Continental powers employed a vast number of their soldiers, Britain had absolute peace within its borders all these years, and its industrial population were engaged in the arts of peace at times when those of other nations were engaged in war. The climate of the British fostered a strong, capable race of men, who were educated in the earlier years above the average of nations. Most of the great centres of population were planted in the midst of mineral fields—coal and iron—which gave an immense advantage in the production of machinery; maritime enterprises, also, was stimulated, and colonizing encouraged.

The discovery of gold in Australia gave a great impulse to Britain's trade. Crowds went thither, and ships were built to carry them and the supplies for all their wants, and our great dependencies. The supplying of these vast employment to our people, the country receiving in return gold and other produce.

Canada and the United States in these early times, took most of their soft goods from Britain; their own manufacturing industries being then undeveloped.

The Crimean War and the Indian Mutiny, although they had a disturbing effect on the nation, had many compensations. They stimulated trade by the demands they made for arms and many supplies. The distribution of money among manufacturing engaged in the production of these war most helpful, through the money figured later as National Debt.

But the great stimulus to Britain's trade during the period named was given by the Civil War in America, which removed from the seas America's great merchant fleets, which were competitors with ours both in home and foreign trades. Britain became absolutely supreme in shipping, and this position it has ever since maintained. The Civil War delayed for years the development of manufacturing industries in the United States, and enabled us to serve the markets in which they before competed with us, including even their own.

Following upon this came the Franco-German War, which removed France and Germany for a long time from active trade competition with us.

India and our Colonies were meantime expanding at a great pace, taking our produce freely and supplying us in exchange with raw material. Then came the wonderful development of industries, due to the employment of iron where wood had formerly been used. No nation could vie with us in iron and its products. In iron shipbuilding we had a monopoly. Railways came to be formed at home and in great number, and our prominence in engineering caused us to be the suppliers of these for home and foreign requirements.

It will be seen that Free Trade played a very subordinate alongside of these great causes of Britain's prosperity.

Later on he says: Cobden's Free Trade was different from that which we presently have. Cobden did not contemplate giving freedom to import manufactured goods from countries which erected a tariff wall against ours. His immediate aim was to secure reciprocity by means of a partial abolition of duty, hoping that absolute Free Trade between nations would follow. His last great achievement, the reciprocity treaty with France, was not a Free Trade treaty.

He never realised his universal Free Trade aspirations, nor have we.

It did not occur to Cobden that his hopes would be frustrated, or contrary to Adam Smith's belief that the cost of carriage of foodstuffs from countries which kept up against us would not be a sufficient protection to ensure that our corn land would not, as it has done, go out of cultivation.

These things have been lost sight of, or are now unknown to our rulers and to our economic writers, otherwise they would awaken doubt of the wisdom of our present policy, even if it were no other grounds for it; but we have no rooming cause to change our policy if we look around.

Germany, a nation distinguished in philosophy, science, and in technical skill even beyond our own, is pursuing a line for the advancement of its commerce which our teachers say would be ruinous to us if we took it, with the result to Germany that it is advancing in every direction. Its land is in full cultivation. In population it is growing at a pace that leaves us far in the rear; it is finding employment within its own bounds for its people, and different from Britain, it no longer needs to seek employment elsewhere. Having its own markets preserved to its own people, German manufacturers are equipped on the grandest scale, and it can produce iron and other goods as cheap as we. Its wealth and power have so increased that it has become the foremost among European nations, and is even challenging Britain's supremacy on the seas. It cannot be denied that it owes its success to its well-ordered protective duties, which are levied only on a few things that tend to promote the interests of its people. Some of Germany's success is unquestionably due to Britain's present Free Trade practice. Germany uses our markets and the Colonial markets which we have provided as freely as—may, on better terms than—we ourselves. (It recently beat us in competition for water-pipes for Kinloch-Leven.)

Out of our trading profits we have to maintain the fleets and forces required to safeguard our home and other markets, while our great trade rival, although practising a Protective policy, sells her products as freely as we in these national purses or to that of our Colonies from the profits of such trading.

Our rivals are also free from some of the trading responsibilities that are imposed by Government on our own traders. In short, they come and live at the tables which we provide without reciprocating in any way way or giving us a welcome at theirs.

BURMA OIL FIELDS.

A correspondent of the *Times of India* sends the following interesting note on the oil fields of Burma:

One of the most remarkable industrial features of Burma during the past few years has been the rapid development in the production of petroleum. The most casual visitor to the oil fields cannot fail to be impressed with the stupendous advance which this industry has reached in the past few years and the effect it is doing to have on the commercial future of Burma has long since passed beyond the practical stage.

New companies are being formed to drill the fields at Yenangyaung; new wells are being expeditiously bored, and these still remains immense reserves as yet untapped amply sufficient to supply the markets of the East for an indefinite number of years to come. The Burma Oil Company is now pumping monthly over 22 million gallons of crude oil from the pumping stations of Yenangyaung and Chindwin to the Rangoon refineries. The river transportation facilities are worked to their utmost capacity, and still demand far exceeds the ability of the producers to supply it. The new line of steamers which has recently been floated will doubtless relieve the situation somewhat, but the transportation facilities are still inadequate.

Whether the concerns at present operating in Burma will eventually merge into a syndicate similar to the Standard is a question too remote for present discussion, but there is no doubt that the interests of the Standard in the East are seriously menaced by the great increase in local production coupled with the acceleration of the development of new wells prevalent in Burma.

The new companies which have been formed to exploit the fields the Twinnas is probably the strongest. This company is a distinctive British concern and one of the clauses in its charter prohibits the holding of shares by other than British subjects. This clause is said to be officially inspired and is probably directed against the American octopus, with the object of excluding the Standard from the Burma oil producing area. Twinnas have the additional advantage of operating their own refineries, and in this connection it is interesting to note that sulphuric acid, which is largely used in refining and which has hitherto been imported from home at great risk and waste, will in future be locally manufactured.

The fact that crude oil is now being used by the British Navy as fuel, owing to the valuable space economized and the probability of other navies following the example, opens up another prospect of great importance in oil production, as does the manufacture of bricks, the new popular form of compressed fuel, of which crude petroleum is the chief ingredient.

ON SALE.

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SHIPPING IN PORT.

AMARA, British str., 1,565, Metcok, 13th May. Saigon 14th May, Rice—Jawline, Matheson & Co.

ANUT, British str., 1,350, J. Meathrol, 12th May—Shanghai 9th May, General—Butterfield & Swire.

BUJAY MARU, Japanese str., 1,304, Y. Fuso, 16th May—Swatow 14th May, General—Osaka Shosen Kaisha.

CHITUNG, British str., 1,199, F. Mooney, 12th May—Tientsin, Chefoo & Wei-hai-wei 5th May, General—Jardine, Matheson & Co.

CHUYO MARU, Japanese str., 7,250, W. W. Green, 14th May—San Francisco 16th April, General—Poyo-Kien Kaisha.

CHUYO, Chinese str., 1,177, J. Stewart, 15th May—Shanghai 8th and Swatow 10th May, General—C. M. S. N. Co.

CHOISING, German str., 1,021, J. Bruhn, 10th May—Bangkok 30th April, Rice and Wood—Butterfield & Swire.

CROWPA, German str., 1,115, F. Schmetz, 10th May—Bangkok 1st and Swatow 9th May, Rice—Butterfield & Swire.

EMPEROR OF INDIA, British str., 5,940, E. Beetham, 14th May—Vancouver 22nd April, Mail and General—C. P. B. Co.

FRI, Norwegian str., 860, C. Waigle, 8th May—Haiphong 4th and Hoihow 7th May, Rice and Pig—Vanguard, Thomson & Co.

FUDO MARU, Japanese str., 1,171, Goto, 15th May—Wakamatsu 9th May, Coal—Mitsui Bussan Kaisha.

HAIYANG, British str., 1,362, Hodgins, 15th May—Swatow 15th May, General—Douglas, Laprak & Co.

HANYANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice and General—Butterfield & Swire.

HEIM, Norwegian str., 758, A. Erickson, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.

HELVEN, German str., 771, J. Jensen, 14th May—Tours and Hoihow 11th May, General—Jensen & Co.

HEUNG SHUN, Chinese str., 903, Markussen, 12th May—Chinkiang 7th May—Wallem & Co.

HUPEN, British str., 1,205, H. Mathias, 15th May—Shanghai 12th May, General—Butterfield & Swire.

JOKANNE, German str., 952, J. Jensen, 15th May—Wuhu 9th May, Rice—Jensen & Co.

KAGA MARU, Japanese str., 3,906, M. Hagino, 16th May—Shanghai 13th May, General—Nippon Yusen Kaisha.

KAIPOH, British str., 985, C. Lindbergh, 3rd May—Cebu and Iloilo 29th April, General—Butterfield & Swire.

KAMOR, Norwegian str., 980, S. Falch Muns, 16th May—Haiphong 14th May, Cement and Stone—Shewan, Tomes & Co.

KESWICK, British str., 3,301, C. B. Beynon, 12th May—Swatow 11th May, Ballast—Order.

KIANG CHING, Chinese str., 1,002, F. Rissander, 6th May—Hankow 1st May, Rice—Pon Tze Wing.

KIANG PING, Chinese str., 1,222, Udell, 12th May—Chinkiang 7th May—General—Chinese.

KORANNA, British str., 2,267, John H. Beare, 5th May—New York via Singapore 11th March, General—Shewan Tomes & Co.

KOZAT, German str., 223, W. Schmidt, 7th May—Bangkok 1st May, Rice—Butterfield & Swire.

KURICHOW, British str., 1,215, B. Ryers, 15th May—Tientsin 6th May, General—Butterfield & Swire.

KWANGLEE, Chinese str., 1,493, Froberg, 15th May—Shanghai 12th May, General—Chinese.

KWEITANG, British str., 1,062, M. Dawson, 14th May—Chefoo 10th May, General—Butterfield & Swire.

LARSEN, British str., 1,340, Frampton, 12th May—Saigon 8th May, Rice, Meal and General—Chinese.

LAIKANG, British str., 2,224, F. Wheeler, 11th May—Singapore 5th May, General—Jardine, Matheson & Co.

LOCKSON, German str., 1,020, W. Faubert, 7th May—Bangkok 20th April, Rice—Melchers & Co.

LOOSCH, German str., 1,020, G. Schultzen, 20th April—Bangkok 12th and Swatow 12th April, Rice and Salt—Butterfield & Swire.

LYHOTT, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-merika Linie.

MANCHURIA, American str., 8,750, A. Dixon, 10th May—San Francisco 9th April, Mail and General—P. M. S. N. Co.

MOYORI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.

NAMKANG, British str., 2,591, P. M. B. Lake, 13th May—Yokohama, Kobe and Woji 8th May, Coal and General—Jardine, Matheson & Co.

NANUK, British str., 4,179, H. W. Kenrick, R.N., 16th May—London 10th April, General—P. & O. S. E. Co.

ONSANG, British str., 1,787, E. S. Woolley, 9th May—Hongkong 6th May, Coal and Cement—Jardine, Matheson & Co.

PITBANULOK, German str., 2,119, G. Reimers, 16th May—Bangkok 8th and Swatow 15th May, Rice—Butterfield & Swire.

SAMSEN, German str., 293, Pedersen, 14th May—Bangkok 9th May, Rice and General—Butterfield & Swire.

SCANDIA, German str., 8,039, V. Duhven, 29th April—Singapore 21st April, General—Hamburg-merika Linie.

SHANTUNG, British str., 1,835, Robinson, 24th April—Hongkong Coal—Butterfield & Swire.

SINGAN, British str., 1,047, F. Jamieson, 15th May—Haiphong 9th and Hoihow 14th May, General—Butterfield & Swire.

SUMOW, German str., 1,112, F. Anders, 15th May—Wuhu 11th May, General—Hamburg-merika Linie.

TANZU, British str., 917, Lennox, 6th May—Swatow 4th May, Ballast—Butterfield & Swire.

TRAM, British str., 1,346, A. W. Outerbridge, 14th May—Manila 11th May, General—Butterfield & Swire.

WINGSON, British str., 1,517, J. Smith, 10th May—Wuhu 5th May, Rice—Jardine, Matheson & Co.

Y. SOHTUA, American str., 585, Gairolen, 13th April—Manila 10th April, Sugar—Chinese.

SAILING VESSELS.

ALCIDES, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. G. P. Fuller, Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Shanghai.

Bedford, 1st class cruiser, Capt. E. S. Fitcher, R.N., Kobe.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. B. Bridgman, Shanghai.

Britannia, gunboat, 1,100 tons, 300 h.p., Lieut. Comdr. F. B. Noble, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Hoard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 h.p., Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Kobe.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, cruising in Pacific.

Hamlet, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

SHIPPING.

ARRIVALS.

ANTILCHUS, British str., 5796, G. D. Keay, 17th May—Manila 15th May, General—Butterfield & Swire.

CHILDAN, Norwegian str., 1047, Nilsen, 17th May—Bangkok and Swatow 16th May, General—Hisco & Co.

CHINUA, British str., 1348, A. Harris, 16th May—Shanghai 15th May, General—Butterfield & Swire.

HOPSANG, British str., 1359, J. M. Hay, 16th May—Loban 10th May, Coal—Jardine, Matheson & Co.

KITUCK, British str., 2996, A. G. R. Paddle, 16th May—Amoy 15th May, General—Butterfield & Swire.

KUTSANG, British str., 3000, R. C. D. Bradley, 16th May—Calcutta 2nd May, General—Jardine, Matheson & Co.

KWONGHAI, British str., 1146, W. P. Baker, 17th May—Swatow 15th May, General—Jardine, Matheson & Co.

PONGTUNG, German str., 986, W. Botsch, 17th May—Bangkok 10th May, General—Butterfield & Swire.

SAIKI PATRICK, British str., 2693, J. Foray, 10th May—New York 28th March, General—Dodwell & Co.

SOCOTRA, British str., 3896, E. G. Andrews, 16th May—London 8th March, Cotton—P. & O. S. N. Co.

YUENANG, British str., 1126, P. H. Rolfe, 17th May—Manila 14th May, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1625, Rodger, 17th May—Manila 15th May, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17th May.

Chichang, British str., for Canton.

Kowloon, British str., for Manila.

Kowloon, British str., for Shanghai.

Kowloon, British str., for Canton.

Manila, British str., for Yokohama.

Socotra, British str., for Yokohama.

Singap, British str., for Hailow.

DEPARTURES.

17th May.

Amio, German str., for Manila.

HUPH, British str., for Canton.

LYSANT, German str., for Canton.

PALEMBANG, Dutch str., for Palembang.

USINAG, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Kowloon* reports: Mod. N.E. winds, high sea cloudy.

The British str. *Zafiro* reports: Light breeze and fine clear weather as far as lat 18° N from thence to port fresh breeze full and overcast.

The British str. *Kutang* reports: Light southerly breeze with smooth sea to the 18th parallel, thence moderate N.E. wind and sea till arrival.

The British str. *Chichang* report: Fresh N.E. wind with continuous drizzling rain from the Yangtze River to Tientsin, from there to port moderate northerly winds fine weather.

VESSELS IN DOCK.

May 17th.

ABERDEEN DOCK.—Y. *Sontara*, *Scandia*, *Sui Tai*.

COSMOPOLITAN DOCK.—

TAIKOO DOCK.—*Lianan*, *Tamara*, *Shantung*, *Maple Leaf*, *Korat*, *Chiyo Maru*.

VESSELS ON THE BERTH



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THE Company's Steamship

"CHINA," Captain Bergulian, will be despatched as above on or about 25th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Princes' Buildings, Hongkong, 5th May, 1909. [3]

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THE Steamship

"OCEANA," Captain T. H. Hildebrand, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 6500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA" due in London on the 2nd July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 17th May, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP	GLZELLOAN	Brit. str.	—	McGregor	McGREGOR BROS. & GOW	On 25th inst.
LONDON & ANTWERP via USUAL PORTS OF CALL	ROTERDAM	Ger. str.	—	T. H. Hildebrand	P. & O. S. N. Co.	On 29th inst. at Noon.
ROTTERDAM, HAMBURG, & ANTWERP &c.	ROTERDAM	Ger. str.	—	Hildebrand	HAMBURG-AMERICA LINE	On 31st inst.
BREMEN, HAMBURG, & ROTTERDAM &c.	SUEVIA	Ger. str.	—	Selmer	HAMBURG-AMERICA LINE	On 31st inst.
HARVE & HAMBURG via STRAITS, &c.	SILEBIA	Ger. str.	—	V. Hoff	HAMBURG-AMERICA LINE	On 22nd inst.
HARVE & HAMBURG via STRAITS, &c.	SENIGAMBIA	Ger. str.	—	V. Ekehona	HAMBURG-AMERICA LINE	On 17th inst.
HARVE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	V. Dohren	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	Selmer	MELCHERS & Co.	Middle of June.
MARSEILLES, &c. via PORTS OF CALL	OCEANIAN	Ex. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ITO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 28th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	Porcella	HAMBURG-AMERICA LINE	On 9th June, at D'light
MARSEILLES, HAVRE & HAMBURG &c.	EVIA	Ger. str.	—	F. F. Cope	NIPPON YUSEN KAISHA	On 2nd July.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KITANO MARU	Jap. str.	—	G. Meiners	TOTO KUBEN KAGWA	About 2nd June
GALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	Borguglian	MELCHERS & Co.	On 1st June, at Noon.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	CHINA	Aus. str.	—	M. Hergino	SANDER, WIELER & Co.	About 25th inst.
TRIESTE, &c. via SINGAPORE, &c.	PATHAN	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	About 16th inst.
NEW YORK	EMPERESS OF INDIA	Brit. str.	2 m.	T. Harrison	CANADIAN PACIFIC R. Co.	On 22nd inst. at 3 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	E. Gathemann	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	KAGA MARU	Jap. str.	—	St. John George	DODWELL & Co., Ltd.	On 25th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEVERIC	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 3rd June.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MANILA	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 21st inst. at D'light
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	F. E. Andrews, R.N.R.	GIBB, LIVINGSTON & Co.	On 28th inst. at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.
YOKOHAMA AND KOBE	SOCOTRA	Brit. str.	—	F. E. Andrews, R.N.R.	MELCHERS & Co.	On 9th June, at Noon.
KOBE	AMARA	Brit. str.	—	F. E. Andrews, R.N.R.	MELCHERS & Co.	About 28th inst.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 18th inst.
NAGASAKI, MOJI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at 4 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	THIRWONG	Dut. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 9th June, at Noon.
JAPAN	KUWANG	Brit. str.	—	F. E. Andrews, R.N.R.	JAVA-CHINA-JAPAN LINE	Quick despatch.
NEWCHWANG	CHIPSUNG	Brit. str.	—	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
TIENSIN via SWATOW, WIKHAIWEI & CHEFOO	KUICHOW	Brit. str.	1 m.	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
WEIHAIWEI, CHEFOO & TIENSIN	NIPPON	Dut. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	WINGANG	Brit. str.	—	F. E. Andrews, R.N.R.	USAKA SHOSHIN KAISHA	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	BOJUN MARU	Jap. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	LUZOW	Ger. str.	1 m.	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KWONGHAI	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	E. F. FERDINAND	Aus. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHINUA	Brit. str.	1 m.	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst. at D'light
SHANGHAI	CHENAN	Brit. str.	—	F. E. Andrews, R.N.R.	MELCHERS & Co.	About 24th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YAKASAKI MARU	Jap. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YINGCHOW	Brit. str.	1 m.	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
SHANGHAI	DEBIA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, YOKOHAMA & KOBE	ISTRIA	Uer. str.	—	F. E. Andrews, R.N.R.	HAMBURG-AMERICA LINE	On 29th inst.
SHANGHAI, YOKOHAMA & KOBE	ASRI	Brit. str.	—	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	SEBIA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 4th June.
SHANGHAI, YOKOHAMA & KOBE	BESEVIA	Ger. str.	—	F. E. Andrews, R.N.R.	HAMBURG-AMERICA LINE	On 9th June.
SHANGHAI	THILATIA	Dut. str.	—	F. E. Andrews, R.N.R.	YATA-CHINA-JAPAN LINE	On 26th inst. at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	SOBOU MARU	Jap. str.	—	F. E. Andrews, R.N.R.	OSAKA SHOSHIN KAISHA	On 23rd inst. at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	DAIGI MARU	Brit. str.	—	F. E. Andrews, R.N.R.	OSAKA SHOSHIN KAISHA	On 23rd inst. at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	HAIYANG	Brit. str.	2 m.	F. E. Andrews, R.N.R.	DOUGLAS LAFRAIR & Co.	To-day, at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	HAICHING	Brit. str.	2 m.	F. E. Andrews, R.N.R.	DOUGLAS LAFRAIR & Co.	On 21st inst. at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	THAI	Brit. str.	1 m.	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	YUENANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	F. E. Andrews, R.N.R.	SHENWAN TOMES & Co.	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	1 m.	F. E. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	LOONGHANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	RYBI	Brit. str.	—	F. E. Andrews, R.N.R.	SHENWAN TOMES & Co.	On 29th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	BORNEO	Ger. str.	—	F. E. Andrews, R.N.R.	MELCHERS & Co.	Beginning of June.
SHANGHAI, YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	—	F. E. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 21st inst. at 5 P.M.
SHANGHAI, YOKOHAMA & KOBE	NAMANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	LAHANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	HOPANG	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 25th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	TRIMART	Dut. str.	—	F. E. Andrews, R.N.R.	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFLINGER" Capt. G. MEINERS	Wed'day, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTZOW" Capt. C. DEWERS	About Wed'day, 19th May.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, and SYDNEY	"MANILA" Capt. E. GATHEMANN	Friday, 21st May, at D'light.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISER	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. 5

Hongkong, 15th May, 1909.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 8

Hongkong, 3rd April, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.



FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Robut	About 24th May.
MARSEILLES via PORTS	"OCEANIAN" Capt. Salier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 8th June, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 28-hour Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Hongkong, 18th May, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 22nd May.	"EMPRESS OF BRITAIN" FRI., 18th June.
"EMPRESS OF JAPAN" SAT., 12th June.	"ALLAN LINER" FRI., 9th July.
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	
"EMPRESS OF INDIA" SAT., 24th July.	"ALLAN LINER" FRI., 30th Aug.

"Empress" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71 10 Intermediate (on Steamers) and 1st Class Railway "£43" "£45."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND," Captain E. Nitsche, will leave for the above places on THURSDAY, the 20th inst.

This steamer has splendid accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Princes' Buildings, Hongkong, 14th May, 1909. [3]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENLOGAN," Captain McGregor, will be despatched as above on TUESDAY, the 25th inst. 1909.

For Freight or passage apply to

McGREGOR BROS. & GOW, Hongkong, 23rd April, 1909. [671]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tientsin, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
KOBE	SOCOTRA About 18th May	Freight only.
LONDON and ANTWERP	PERA About 19th May	Freight only.
SHANGHAI	DELHI About 27th May	Freight and Passage.
LONDON via USUAL PORTS	OCEANA Noon, 29th May	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA About 4th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th May, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 18th May, 3 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 20th May, 4 p.m.
SHANGHAI	"CHINHUA"	On 20th May, 4 p.m.
NEWCHANG	"KWEIYANG"	On 21st May, 4 p.m.
SHANGHAI	"CHENAN"	On 23rd May, 4 p.m.
MANILA	"TAMING"	On 25th May, 3 p.m.
SHANGHAI	"YINGCHOW"	On 27th May, 4 p.m.
SHANGHAI	"ANHUI"	On 30th May, 4 p.m.

"CHANGSHA" On 15th June, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday; taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

Telephone 36.

For Freight or Passage apply to—

BITTERFIELD & SWIRE,

Hongkong, 18th May, 1909.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, WEIHAI, WEI & CHEFOO	"CHIPSING"	Tuesday, 18th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 18th May, 3 p.m.
SHANGHAI via SWATOW	"WINGSANG"	Wednesday, 19th May, Noon.
KOBE	"AMARA"	Wednesday, 19th May, 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Thursday, 20th May, Noon.
SHANGHAI	"KWONGSANG"	Thursday, 20th May, 4 p.m.
MANILA	"YUENSANG"	Friday, 21st May, 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 22nd May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Tuesday, 25th May, Noon.
MANILA	"LOONGSANG"	Friday, 28th May, 4 p.m.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

Hongkong, 18th May, 1909.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 18th May, at 1 p.m.
"HAIMUN"	SWATOW	WEDNESDAY, 19th May, at 1 p.m.
"HAICHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 21st May, at 1 p.m.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 18th May, 1909.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW	"BUJUN MARU"	WEDNESDAY, 19th May, at 10 a.m.
AMOY & FOOCHOW	"FUSENO"	SUNDAY, 23rd May, at 10 a.m.
TAMUI via SWATOW	"DAIGI MARU"	WEDNESDAY, 26th May, at 10 a.m.
ANPING via SWATOW	"SOSHU MARU"	WEDNESDAY, 26th May, at 10 a.m.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Laxantino, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, YOKOHAMA & KOBE:	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. ISTRIA 29th May	S.S. BELGIAN 21st May
S.S. BRASILIA 9th June	S.S. SILESIA 22nd May
S.S. SEGOVIA 17th June	For BREMEN, HAMBURG & ROTTERDAM:
S.S. C. FELD. LAEISZ 26th June	S.S. SUEVIA 8th June
S.S. SLAVOIA 10th July	For HAVRE & HAMBURG:
	S.S. SENEGAMBIA 17th June
	For HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA 22nd June
	For Marseilles, HAVRE & HAMBURG:
	S.S. SILVIA 2nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 17th May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 8th May, 1909.

AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,

COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE	"IYO MARU"	6500	WEDNESDAY, 26th May, at Daylight
COLOMBO, PENANG & PORT SAID	"WAKASA MARU"	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI	"KAGA MARU"	6500	TUESDAY, 25th May, at 4 p.m.
MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"STOSA MARU"	6000	TUESDAY, 8th June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"NIKKO MARU"	6000	FRIDAY, 11th June, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	"KUMANO MARU"	6000	FRIDAY, 9th July, at Noon
BOMBAY via SINGAPORE and COLOMBO	"KANO MARU"	9000	FRIDAY, 21st May, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA	"BOMBAY MARU"	5000	FRIDAY, 21st May, at 5 p.m.
KOBE and YOKOHAMA	"TAKASAKI MARU"	5000	THURSDAY, 27th May, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	"KAWACHI MARU"	6500	FRIDAY, 28th May, at 5 p.m.
	"KUMANO MARU"	6000	WEDNESDAY, 9th June, at Noon

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 d. y., to Kobe 5 days and to Yokohama 6 days. For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 18th May, 1909.

T. KUSUMOTO,

MANAGER.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd May, Noon.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

Hongkong, 17th May, 1909.

GENERAL MANAGERS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANZANILLO MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 5th May, 1909.

TOYO KISEN KAISHA, Yok Building.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2877 tons each) as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Morning.	Thursday	Sunday
Arrive—Dairen ()	Morning.	Saturday	Tuesday
Lv.—Mukden	11 a.m.		Friday
Ar.—Changchun	8.50 p.m.		
Ar.—Changchun	9.15 p.m.	Monday	Wednesday
Ar.—Harbin (Russian Train)*	5 a.m.		Saturday
Ar.—Harbin	6.55 a.m.		
	3 p.m.		

Connecting at Harbin with

State Express for Moscow.

Wagon-Lits for Moscow.

State Express for St. Pet'g.

Wagon-Lits for St. Pet'g.

State Express for Moscow.

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State Express for St. Pet'g.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 24th instant, being Public Holiday, the Post Office will be open for one hour only i.e. from 8 till 9 a.m. In the event of the arrival of the French Mail from South the delivery will be as usual.

There will be one delivery and a collection of letters as on Sundays.

The Money Order Office will be entirely closed.

Approximate times of closing mails at Shanghai via Dally and Siberia.

2nd May	at 8.30 p.m.
3rd May	at 8.30 p.m.
24th May	at 8.30 p.m.
3rd June	at 8.00 a.m.

The *Luetow*, with the German mail of the 21st April left Singapore on Saturday, the 15th inst., at 8 a.m., and may be expected here to-morrow, at noon.

The *Sydney*, with the French mail of the 23rd ultimo, left Singapore on Monday, the 17th inst., at 3 p.m., and may be expected here on about Monday, the 24th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 20th March.

FOR	PER	DATE
Swatow, Weihaiwei, Chokeo and Tientsin	Chinghai	Tuesday, 18th, 10.00 A.M.
Bangkok	Lockport	Wednesday, 19th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Manchuria	Tuesday, 18th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Swatow, Amoy and Foochow	Haiyang	Tuesday, 18th, NOON.
Singapore, Penang and Calcutta	Sui Tai	Tuesday, 18th, 1.15 P.M.
Manila	Yuenang	Tuesday, 18th, 2.00 P.M.
Singapore	Kintuck	Tuesday, 18th, 3.00 P.M.
Swatow and Bangkok	Chinghai	Tuesday, 18th, 3.00 P.M.
Chinghai	Kiang Ping	Tuesday, 18th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Sui Tai	Wednesday, 19th, 8.00 A.M.
Swatow and Shanghai	Wingang	Wednesday, 19th, 10.00 A.M.

Europe, Asia, India via Taticorin. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

Swatow	Haiyang	Friday, 21st, NOON.
Manila	Sui Tai	Friday, 21st, 1.15 P.M.
Shanghai, Yokohama, Kobe and Manilla	Yuenang	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Kintuck	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Chinghai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Sui Tai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Wingang	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Chinghai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Sui Tai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Wingang	Friday, 21st, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Swatow	Haiyang	Friday, 21st, NOON.
Manila	Sui Tai	Friday, 21st, 1.15 P.M.
Shanghai, Yokohama, Kobe and Manilla	Yuenang	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Kintuck	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Chinghai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Sui Tai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Wingang	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Chinghai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Sui Tai	Friday, 21st, 3.00 P.M.
Shanghai, Yokohama, Kobe and Manilla	Wingang	Friday, 21st, 3.00 P.M.

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLON)

PRICE ... \$5.50 2 DOZ. PINTS.

" ... \$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Dorffinger* left Shanghai on the 15th inst. at 7 p.m., and may be expected here to-day at daylight.
The I.G.M. str. *Luetow* carrying the German Mails with dates from Berlin of the 21st ultimo, left Singapore on the 15th inst. at 8 a.m., and may be expected here to-morrow at noon.

THE AMERICAN MAIL.
The T.K.K. str. *Hongkong* is due to arrive here on the 20th inst.
The P.M. str. *Asia* from San Francisco, sails from Yokohama on the 15th inst., and is due to arrive at this port 25th inst.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Sydney on Thursday, the 6th inst. at 4 p.m., and may be expected here on or about Friday, the 22nd inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Vancouver p.m. on the 13th inst. for Hongkong via the usual Ports of Call.

The C.P.R. str. *Empress of China* arrived Kobe at 10 p.m. on the 14th inst., and left again at noon Saturday for Yokohama where she is due to arrive at 2 p.m. on the 16th inst.

MERCHANT STEAMERS.
The Swedish str. *Nippon* left Singapore on the 12th inst., and may be expected here to-day.
The Austrian Lloyd's str. *E. F. Ferdinand* left Singapore for this port on the 12th inst., and is due here to-day.
The C.N. Co.'s str. *Chenau* left Shanghai on the 16th inst., and is due here to-morrow.
The R. & A. str. *Empire* left Sydney on the 11th inst., for this port (via Queensland Ports and Manilla).
The N.Y.K. str. *Bombay* (Bombay Line) left Kobe for this port via Moji on the 13th inst., and is expected here on the 21st inst.
The N.Y.K. str. *Tokusaki* (Bombay Line) left Dombay for this port via Singapore on the 7th inst., and is expected here on the 25th inst.
The C.N. Co.'s str. *Changsha* will leave Sydney on the 15th inst., and is due here on the 9th prox.

THE MOST CELEBRATED CIGARETTES IN THE WORLD "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS HAND MADE

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS BRISTOL & LONDON.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

May 17th.
ON LONDON—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days' sight
Bank Bills, at 4 months' sight
Credit, at 4 months' sight
Documentary Bills 4 months' sight
ON PARIS—
Bank Bills, on demand
Credit, at 4 months' sight
ON GERMANY—
On demand
ON NEW YORK—
Bank Bills, on demand
Credit, at 60 days' sight
ON BOMBAY—
Telegraphic Transfer
Bank, on demand
ON CALCUTTA—
Bank, on demand
ON SHANGHAI—
Bank, at sight
Private, 30 days' sight
ON YOKOHAMA—
On demand
ON MANILA—
On demand
ON SINGAPORE—
On demand
ON BATAVIA—
On demand
ON HATYONG—
On demand
ON HONGKONG—
On demand
SOVEREIGNS, Bank's Buying Rate
GOLD LEAF, 100 fine, per tael
SILVER, per oz.

OPIUM.

May 10th.
Malwa New
Malwa Old
Malwa Old
Malwa Old
Malwa Old
Malwa Old
Malwa Old
Malwa Old
Malwa Old
Malwa Old

STEAMERS PASSED THE CANAL.

April 17th—*Nippon* Maru, *Dardanaus*, *Bingo* Maru, *Hudon*, *Polymeria*, *Sileia*, 21st—*Ghazee*, 24th—*Ashtanaz*, *St. Patrick*, *Kemo* Maru, *Antenor*, *Namur*, 26th—*Delayed* thro' Mutinities *Cardiganshire*, 28th—*Barnack*, *Braman*, *Sithonia*, May 1st—*Albena*, *Mene*, *Sydney*, *Kanachi* Maru, 5th—*Banca*, *Cyclops*, 8th—*Peiho*, *Glenak*, *Ping* Sney, *Sinala*, *Cathay*, 12th—*Bentley*, *Flintshire*, *Sinatra*, *Bedford*, *Perseus*, *P. R. Leipzig*, *Sinatra*, 15th—*Golden*, *Norman*, *Erin*, *Yor*, *Benet*, *Benet*, *Hitchi* Maru, *Tourene*, *Sauki* Maru, 17th—*Delayed* thro' Mutinities *Donation* *Glenroy*.

ARRIVALS AT HOME.

May 14th—*Caledonian*, *Prins Ludvig*.

HONGKONG TIDE TABLE.

From May 18th to 24th, 1909.

High Water.	Low Water.
Hour.	Height.
Tue. 18	10.15
Wed. 19	10.15
Thurs. 20	10.15
Fri. 21	10.15
Sat. 22	10.15
Sun. 23	10.15
Mon. 24	10.15

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 17th.

Previous Day.	On Date.	On Date.
at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer	29.92	29.93
Temperature	74	74
Humidity	74	81
Wind Direction	E	E
Force	0	0
Weather	0	0
Rain	0	0

Highest open air Temperature on 18th.....78

Lowest open air Temperature on 18th.....71

SHARE LIST.—QUOTATIONS.

Hongkong, May 17th, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
Alhambra, Limited	300	Pa. 200	Pa. 200	Nominal
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$955, buyers
National Bank of China, Limited	99,925	27	46	\$51, buyers
Ball's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$124, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$6, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$1	\$1	\$94, sales
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 121.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 91.
Leon Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 112.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 400.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$164, sellers
DOCS AND WHARVES—				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$584, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$70, sales & sel.
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$94, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 170.
Feenick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8.90, sal. & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$184, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71 (old)
Hongkong Ice Company, Limited	5,000	\$25	all	\$155, sellers
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24, sellers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1974.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$108, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$854, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sales
North China Insurance Co., Limited	10,000	\$15	\$25	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$284.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$225.
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$102, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$30, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$30.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$44.
MINING—				
Societe Francaise des Charb. ges du Tonkin	16,000	Fes. 250	all	\$625, buyers
Raut Australasia Gold Mining Co., Ltd.	18,100	\$1	\$1	\$94, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14.
Philippine Co., Limited	50,000	\$10	\$10	\$1.
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$16, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$56.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$134.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$52, sel. L'n.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$67, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, sal. & b.
South China Morning Post, Limited	6,000	\$25	\$25	\$15, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$24, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9.
Weismann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$124.
Union Waterboat Co., Limited	100 Meters	\$10	\$10	\$230.
	50,000	\$10	\$10	\$104, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1836	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON & SMYTH, Share-Brokers.

PASSENGERS.

ARRIVED.

Per *Kwongkong*, from Swatow, Mr. Williams.
Per *Katsang*, from Calcutta, &c., Messrs G. Harper and Leon Braun.
Per *Chincha*, from Shanghai, Mr. and Mrs. Bird and child, and Mr. Webb.
Per *Yuenang*, from Manilla, Messrs H. A. Yance, H. A. Smith, C. Love and Ang. Donovan.
Per *Zefiro*, from Manilla, Mr. and Mrs. R. Wolfe, Mr. and Mrs. J. W. Cornwall, Mr. and Mrs. J. George, Mr. and Mrs. E. Fieglman, Capt. and Mrs. Chamberlain, Capt. and Mrs. J. M. Kite, Major and Mrs. H. L. Roberts, Mrs. A. Rafter, Mrs. E. H. Vorfeld, Mrs. W. Condon, Misses S. J. Best, P. Colquhoun, R. Campbell, J. K. Klein, Sydney D. Sugar, O. Duffy, E. Engel, W. G. Smith, C. A. Webster, P. Johnson, H. G. Ferguson, G. Canda, R. Heimbolt, F. M. Clifford and R. Prusik.

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VISITORS AT HOTELS.

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Mr. & Mrs. H. Ashurst	Mr. & Mrs. E. N. King
Miss R. Ashurst	Mr. & Mrs. H. D. King
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Mr. A. K. Doe	Mr. H. J. Moore
Mr. L. K. Doe	Mr. J. J. Van Nostrand
Miss A. Doe	Mr. and Mrs. C. C. Osburne
Miss P. Doe	Mr. & Mrs. E. Ottine
Mr. P. F. Dunne & 3 children	Miss Ottine
Mr. and Mrs. T. L. Eldridge	Mrs. Patterson
Mr. G. H. Evans	Miss O. Phinney
Mr. A. Faber	Mr. A. Pirovano
Mrs. F. T. Fahnstock	Capt. Radin
Mr. G. Frankfort	Mr. E. P. Ratterman
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Mr. Denman Fuller	Mr. T. M. Richman
Mr. J. Gell	Miss M. Rieky
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